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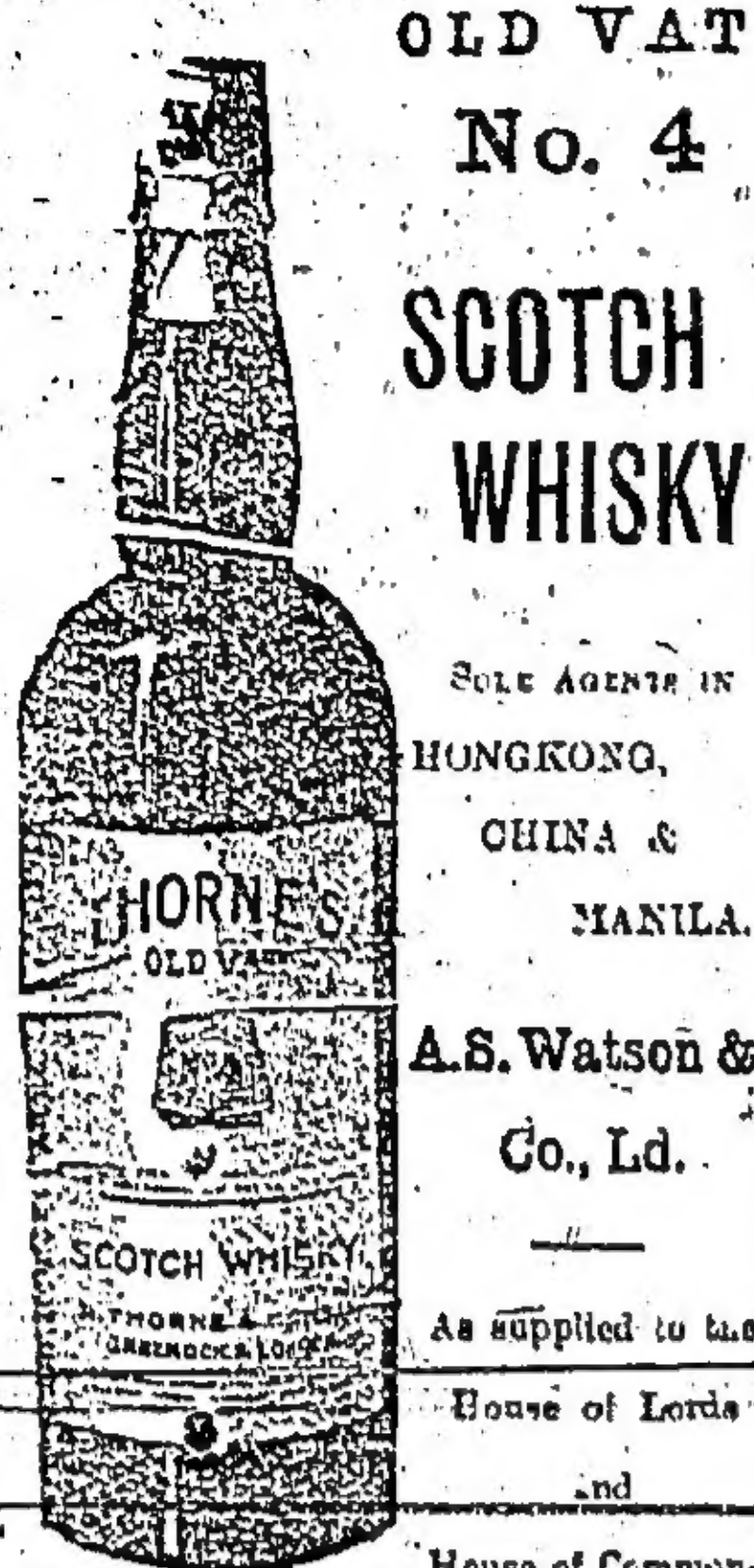
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HONGKONG, THURSDAY, FEBRUARY 23, 1911.

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Sir Paul Chater, Kt., C.M.G.

T. F. Hough, Esq., C. J. Lefebvre, Esq.,
Hongkong, November 16 1909. 1424.

THE FOLLIES.

The Follies again played to a good house
on Wednesday when they presented a third
change of programme. Every item went
off well and in the second part, the jotted
"Hauket," Mr. Dallas made another big
hit. The last four nights in Hongkong of
this clever company should draw crowded
houses.

BIJOU THEATRE.

The Bijou Scenic Theatre continues to
draw large audiences every night. The
pictures are all new and up-to-date and are
very interesting and enjoyable. The more
serious are interspersed with comic films
and one is equally as good as the other.
Miss Vera Farrar enjoys a large measure
of popularity and is a great draw while
Professor Gonzales is decidedly skillful
with his several musical instruments. Al-
together a really good show is presented at
the Bijou.

EMPIRE THEATRE.

On the occasion of the debut of the
Donnelly Trio at the Empire Cinema-
graph Theatre on Friday night there is to
be a special programme presented and
amongst the films shown will be that of
"The Lion," or "The Drink" after Emil
Zola's novel "Le Docteur Mystere." The length
of the picture is no less than 2,500 feet and
should prove most interesting.

WUCHOW NOTES.

(From Our Own Correspondent.)

Wuchow, February 20.
Bishop Lander passed through here to-
day on his way to Hongkong. He had
first visited Pakhoi and some of the out-
lying country stations where churches have
been established. He seemed keenly
interested in the work of the various
missions in Kwan Sei.

Dr. Parley, of the Church Missionary
Society, arrived here to-day accompanied
by Rev. J. and Mrs. Ibbotson. Dr. Parley
is on her way to Kwai Lam where she
expects to open a medical mission.

Reports of robbery and violence which
are almost to be expected at this time of
the year, judging from past experience,
continue to come to hand. At a small
market town about ten miles from Wuchow
about 20 robbers at midday entered a shop
in the market place and endeavored to rob
the premises. A fight ensued in which two
of the lawless people and three robbers
were killed. A five of the robber band were
eventually overpowered and secured.

It would become too monotonous if we
attempted to chronicle all the petty rob-
beries of which we hear.

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Hongkong, September 4, 1909. 1124

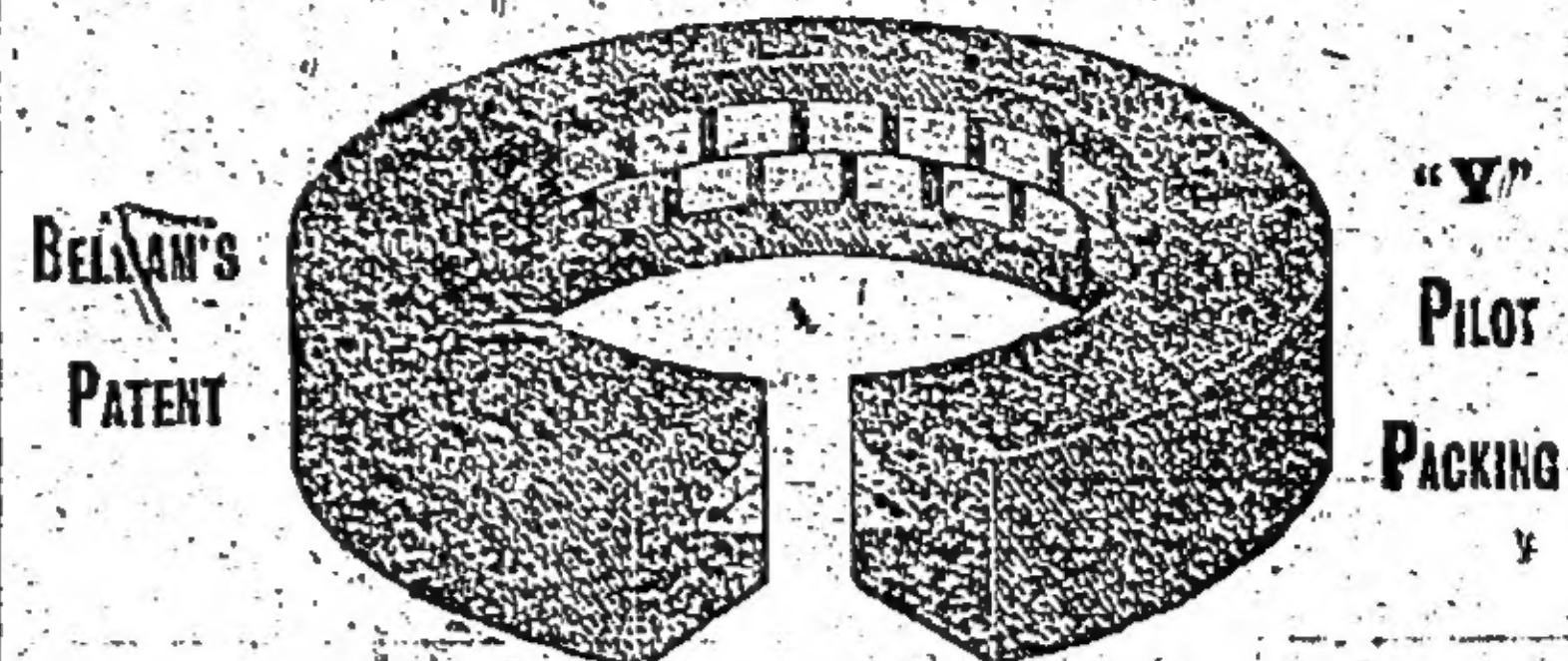
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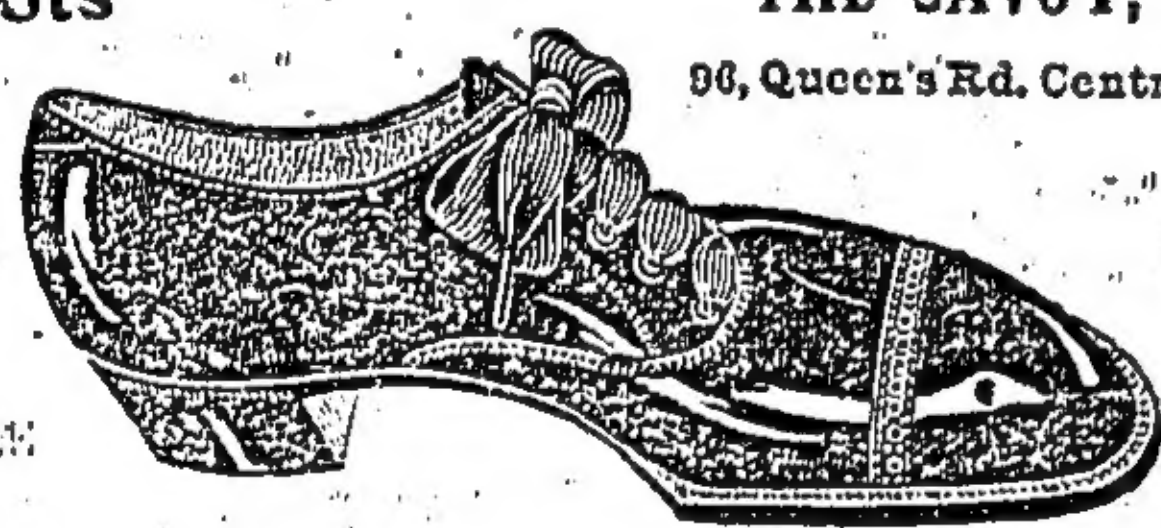
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H. OISHI,
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Hongkong, January 9, 1909.

GOVERNMENT OF THE PHILIPPINE
ISLANDS.

DEPARTMENT OF COMMERCE
AND POLICE.

BUREAU OF NAVIGATION.

MANILA, P.I.

February 9, 1911.

1. The Bureau of Navigation offers for
sale at Engineer Island, Manila, P.I., the
following launches:

(a) The GEO. TILLY, a river and
harbour launch, 72 feet 6 inches over all,
beam 15 feet, draft 6 feet, engine vertical
inverted compound condensing, size 8 1/2 x 12
stroke, slide valves, Stephenson link motion,
hand reversing gear, surface condenser,
circulating air, bilge and feed
pumps attached also independent donkey
pump in engine room; new Scotch marine
boiler installed in August, 1910, 6 feet
diameter and 16 feet long, 16 feet high.

(b) The CUYO, a sea-going and harbor
launch, 80 feet over all, beam 14 feet,
draft 5 feet. Engines are vertical inverted
compound condensing type, size 9 x 18-1/2
x 14 stroke, slide valves, hand reversing
gear, Stephenson link motion, surface
condenser, circulating air, bilge and feed
pumps attached to engine, also one inde-
pendent donkey pump in engine room;
boiler 8 feet long, 7 feet 6 inches in
diameter, single furnace, Scotch marine
type.

(c) The JERRY, a centerboard launch
of 17 1/2 tons, 55 feet long, 4 1/2 feet beam,
beam 13 feet, draft 6 inches depth of hold.
(d) The CAPTAIN FISHER, a center-
board launch, 62 feet long, 16 feet beam,
depth of hold 9 feet, minimum 6 feet by
10 inches diameter, jigger 44 feet by 8
inches diameter, main boom 24 feet by 5
inches diameter, jigger boom 24 feet by 5
inches diameter, jigger 20 feet by 5
inches diameter, bowsprit 16 feet by 8
inches, bowsprit boom 16 feet long, frame,
mast, sternpost, centerboard and
well of native hard wood, planking of
Oregon pine sheathed with copper.

(e) The BUCKEY O'NEILL, hull only,
length over all 63 feet, 3 inches, beam
moulded 11 feet, 4 inches, depth
moulded 7 feet. This launch has been
stripped of all machinery and only hull is
for sale.

2. Sealed bids will be received up to and
including March 10, 1911, and will be
publicly opened at 3:00 p.m. on that date
at the office of the Director of Navigation,
Engineer Island. The right is reserved to
reject any or all bids. Proposals in such
case must be accompanied by cash or a
certified check for 10 per cent of the price
offered. Full payment of the amount bid
will be required from the successful bidder
within five (5) days after acceptance of the
offer, or upon delivery of the vessel which
must be within five days of acceptance.

3. Bids may be made for single vessels,
for the entire lot, or for both.

4. These vessels may be inspected at
Engineer Island, Manila.

Further information will be given
upon application to the undersigned.

S. H. BARLOW,
Acting Director of Navigation.

223

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Hongkong, December 17, 1910.

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REVIEW.

Sato Junchi-Bo Benkei, by JAMES S. DE
BENNEVILLE. Yokohama, published by
the Author:—Hongkong, Messrs Kelly
and Walsh, Ltd. Two vols.

Anyone acquainted in the slightest degree
with the modern history of Japan knows
that the Momoshu (the Department of
Education), headed by such eloquent and
learned men as Baron Kikuchi, President
of the Kyoto University and a graduate of
St. John's, Cambridge, have done their
best to persuade the world that the present
Mikado, or Emperor, of Japan, represents
an unbroken line of rulers whose descent
can be traced back 2,500 years. This is
the assertion gravely made in all the official
histories of Japan, and were it not that
learned sinologists have proved it to rest
on no more substantial basis of fact than
say, the Arthurian legend or the Niebo
lunatic cycle, the outside world would have
accepted it without question. But Bram-
ston, forty years ago, exploded the myth,
bringing the beginnings of Japanese history
down to about the year 640 of our era; Aston
and S. Tow and Chamberlain and Murdoch
have each and all shown up the inconsistencies and wholesale falsehoods which
form the web and warp of the *Nihongi* and
the *Kojiki*, on which the Japanese base
their claim. Yet despite it all the
Japanese in their desire to exalt the Em-
peror and secure the apotheosis of the
Throne stick to their own declaration and
forbid their people holding any other
faith. It is a strange mental twist in the
intellectual make-up of a people so very
civilized and matter-of-fact as the
Japanese.

Mr. de Benneville, the author
of the present work, goes to some con-
siderable length in his introduction to
show how the men of the twelfth century
A.D. were the true forefathers of the present
Japanese; how many were the vicissitudes
of the Imperial line as first the powerful
family then another rose to be the pre-
dominant power in the land, using the
Emperor, or Emperor, merely as a puppet to
be pandered to, coerced, or deposed, just
as suited their particular interest, and
when the line faded out secured the
adoption of a likely child to keep up
the family name. The author also
shows how much "bunkum" has been
imparted of late years into the theory of
Bushido, the way of the warrior, and dis-
proves very conclusively the arguments
of Dr. Nitobe as to the high ethical stand-
ards on which it was supposed to be
based. Whether it was worth Mr. de
Benneville's while to go to such lengths
in speculating the pretensions of the modern
Imperialists of Japan must remain a dis-
puted point, for so much depends upon the
individual point of view. He evidently
thoroughly enjoyed the sport of sifting the
records and finding out where the few thin
threads of truth were really draped through
the gorgeously variegated garb of a
national illusion. He has rather spoiled
his book, however, by the introduction
of slang expressions which seriously jar
upon the ear as much as they offend the
eye. His intention is evidently to be jocose
but unfortunately he is not born humorous,
and therefore cannot afford to act the part
of a chartered libertine when juggling with
the English language. But for this defect
students would gladly welcome his work,
we feel quite sure.

So much for the introduction. The
stories which follow of Yoshitsune and his
famous follower Benkei, the warrior monk,
are capably told, full justice being done to
the "Rabaisian" aspect of many of them.
They give one a clearer idea of how the
Japanese fighting man was evolved, and
how the ideals of the men who fought in
the wars of the Genpei have permeated
the whole nation and remain a living force
in this day than do the piles of rubbish in
the way of "appreciations" and "explana-
tions" which the late war evoked. Just as
they fought to secure place and power, so
does the modern Japanese rule his life
so that he may by some means or other
rise to a position where he may exercise
even a little power or derive even a
trifling emolument while at the same
time doing nothing that will offend the
rigid etiquette which envelops him all
through life. Says Mr. de Benneville, "As
far as familiarity and sympathy go as close
to the Japanese of to-day as to those of
seven hundred years ago. These ancient heroes
of the twelfth century would be received
into this twentieth century Japan with far
less astonishment on the part of this latter-
day man than of themselves. They would
find themselves with a far larger circle of
acquaintance than they possessed in their
own times, and one which regarded them
with equal respect and admiration." Again,
referring to the atmosphere of formality and
formalism in which they moved, the author
says:—"Here we have the greatest in-
tensity of action nominally directed to
formal ends. The whole is a sort of hollow
hypocrisy. Men here are working for
themselves and their ambitions, but
they will not out with it." To give
readers, who may not be acquainted
with the stories of Old Japan an idea
of the characters of the two men whose
exploits Mr. de Benneville dwells upon
with such loving wealth of detail, we will
make one more quotation ere closing this
all too brief review. Benkei "is a sort
of Little John, Will Scarlet, and Friar
Tuck rolled into one; and his master,
Yoshitsune, is the Black Prince or Henry
V." Though here and there in the two
volumes are to be found patches which
make somewhat dry reading—for truly
the erudition displayed at times bewilders
rather than enlightens—we "fail to see
the need for the use"—yet on the
whole the book is worth reading and
pondering over. Though we imagine it
will scarcely make Mr. de Benneville a
persona grata with the Momoshu and its
subservient satellites.

KOWLOON CANTON RAILWAY.

(BRITISH SECTION).

TIME TABLE.

On and after 1st March, 1911, and until further Notice. Previous Time Tables cancelled.

NAME OF STATION.	DOWN TRAINS.				UP TRAINS.			
	1.	5.	3.	7.	2.	6.	4.	8.
KOWLOON.....	8.00 A.M.	2.30 P.M.	10.00 A.M.	3.00 P.M.	8.30 A.M.	4.15 P.M.	11.30 A.M.	5.00 P.M.
HUNG HOM.....	8.4	2.34	10.4	3.4	9.31	4.21	11.39	5.0
YAU MATI.....	8.5	2.35	10.5	3.5	9.37	4.22	11.37	5.0
SHATIN.....	8.11	2.41	10.11	3.11	9.46	4.31	11.40	5.10
TAIPO.....	8.22	2.52	10.22	3.22	9.49	4.33	11.43	5.18
TAIPO.....	8.23	2.53	10.23	3.23	9.53	4.35	11.45	5.18
TAIPO.....	8.36	3.6	10.36	3.36	9.53	4.35	11.45	5.18
TAIPO.....	8.40	3.10	10.40	3.40	9.53	4.35	11.45	5.18
TAIPO.....	8.40	3.10	10.40	3.40	9.53	4.35	11.45	5.18
TAIPO.....	8.50	3.18	10.45	3.45	9.53	4.35	11.45	5.18
PAN LING.....	9.1	3.29	10.56	3.56	10.00	4.40	12.00	5.30
LOWU.....	9.2	3.33	10.57	3.57	10.03	4.43	12.03	5.33
LOWU.....	9.3	3.36	11.3	4.3	10.03	4.43	12.03	5.33

For further information apply to
JNO. E. MENAGH,
Traffic Superintendent.
Hongkong, 20th February, 1911.

By Order,
E. S. LINDSEY,
Manager.
215

HONGKONG AND SHANGHAI

BANKING CORPORATION.

NOTICE IS HEREBY GIVEN

THE THIRTIETH ORDINARY

ANNUAL MEETING OF SHARE-

HOLDERS will be held at the CITY

HALL, Hongkong, on SATURDAY,

the 25th day of February, 1911, at Noon,

for the purpose of receiving the Report of the

Court of Directors together with a State-

ment of Accounts to 31st December, 1910.

THE REGISTER OF SHARES OF THE

Corporation will be CLOSED from MON-

DAY, the 13th February to SATURDAY,

the 25th February, 1911, (both days in-

clusive), during which period no transfer of

Shares can be registered.

By Order of the Court of Directors,

N. J. STABB,
Chief Manager.

Hongkong, February 7, 1911.

HONGKONG ICE COMPANY,

LIMITED.

THE THIRTIETH ORDINARY

ANNUAL MEETING OF SHARE-

HOLDERS will be held at the Office of the

General Managers at 12 Noon, on

TUESDAY, 28th instant, to receive a

Statement of the Company's Accounts to

31st December, 1910, and the Report of the

General Managers.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 18th inst.

to 28th instant both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, February 10, 1911.

THE HONGKONG AND KOWLOON

WHARF & GODOWN COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY

ANNUAL MEETING OF SHARE-

HOLDERS will be held at the Office of the

General Managers at 12 Noon, on

TUESDAY, 28th instant, to receive a

Statement of the Company's Accounts to

31st December, 1910, and the Report of the

General Managers.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from 27th inst. to

4th March, both days inclusive.

European Supervision Moderate Prices

FURNITURE
Particulars from Catalogue).
—Cash on delivery.
—Law from Saturday, the 25th Feb'y
And afterwards
THE GAINS' (No. 18, Ground Floor)
A QUANTITY OF
"FURNITURE" AND FIXTURES.
—As Customary.
GEO. P. LAMMERT,
Auctioneer.

T. SHAW,
Tailor & Outfitter,

WONGKONG HOTEL,
QUEEN'S ROAD.

INTER
SUITINGS

A LARGE STOCK OF
CLASS MATERIALS
SELECT DESIGNS IN
Tweeds, Worsted.
also Overcoatings.
JUST OPENED OUT.
and we will submit
for favour of kind
inspection.

Good Value
SATISFACTION IS ASSURED.
Monday, November 1, 1908. 1908

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ALL SORTS OF ARTISTIC JOB-PRINTING
 INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
 PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECT
 USES, WINE LISTS, ETC., ETC., ETC.
 quotations from,
THE CHINA MAIL OFFICE,
 16, Wyndham Street.
 European Supervision Moderate Prices

ward, Feb. 3.
ong, Feb. 23.
b. 5.
ong, Feb. 25.
ong, Feb. 23
b. 25.

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FROM LONDON TO
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SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

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ALEXANDRA BUILDINGS.

S. MOUTRIE & Co., LIMITED.

THE HOME OF THE VICTOR

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300 Machines and 12,000 Records TO SELECT FROM.

H. K. HONGKONG, April 16, 1907.

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SEE WINDOWS.

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DESIGN BOOKS, PATTERNS OF MATERIALS

AND QUOTATIONS FOR ALL FURNISHING WORK, PROMPTLY SUBMITTED.

Wm. Powell, Ltd.

FIRST FLOOR, ALEXANDRA BUILDINGS.

'EMPIRE' CINEMATOPHOTOGRAPH THEATRE.

at PIONEER HALL OF THE COLONY DES VIOUX ROAD CENTRAL, Opposite Central Market.

2 Performances—7.15 to 9 and 9.15 to 11.30 P.M.

The Magnificent Dramatic Film 'RIGOLETTO'.

The Eminent Soprano Miss DOLLY SWIFT. The celebrated Comedian Mr DENNIS CARMLEY.

On FRIDAY NIGHT DEBUT of The 'DONNELLY' TRIO In Songs, Dances and Sketches.

The Grand Film 'L'ASSOMMOIR' The INN (or the Drink) after E. ZOLA (novel) L'ASSOMMOIR.

no other word for it—in her tenderest parts. Anyone who has studied the history of the earlier intercourse of China with the West can but remember the arrogant air of superiority which the Chinese official assumed towards the foreigner; nor can they forget how hard the mandarins tried to make Lord McCartney and Lord Napier do the kowtow. In the article before us we find a Chinese *literati* actually reviling the officials for what he now holds was the absurd way which, years ago, they insisted upon foreigners bowing and scraping to them at Peking. He points out, too, that this attitude towards foreigners was altogether due to the Manchus, for if the Chinese had had their way nothing of the kind would have been insisted upon. "The Manchus treated foreigners as enemies, and coerced them as slaves, and so the inevitable results followed." All this is of course a strictly true reading of history as far as the actual treatment went, but whether the Chinese, if they had been in power, would have acted differently we beg leave to doubt.

The writer then alludes to the Boxer affair. He charges the Manchus with encouraging the Boxers, and the Princes and the aristocrats of the Imperial clan are scoffed at for thinking that they were able with such a rabble to coerce the foreigner to their own way of thinking and with supposing that such a mob could drive the hated barbarian from the slopes of China into the Eastern sea. "The lives of the Emperor and the Empress Dowager were only saved by a chair's breadth, and the jade seals and other valuables of China were in many instances, stolen, destroyed or lost for ever. All this was because the foolish Manchus thought that they could do the impossible, and because they were willing, in attempting to carry out their outrageous designs to accept the assistance of such scoundrels as the Boxer crowds furnished. The Government had to pay dear enough for this act of foolishness."

The third point which this Cantonese publicist discusses is the attitude of the Government in respect to the enslave of the Manchu race, the fatherland of the reigning House. These portions of the "Empire" are known to the Chinese as the Three Provinces. The jibe—it smacks greatly of Canton—is that the Manchus are willing to do anything, and grant anything to foreigners in order that they may be allowed to retain their hold, however flimsy, upon this portion of the empire. They do not much care what part of China they relinquish to foreigners provided that they are not compelled to lose face by the relinquishment of their ancestral home. The hint thrown out, however, is that they will not be able to maintain their hold upon the Three Provinces much longer for no matter how devious may be their scheming, foreigners will take the land sooner or later. It must not be supposed that foreigners themselves are allowed to get off without a few bitter words from this caustic Chinaman of the South. They too are charged with having insatiable capacities for flattery, and with taking and holding whatever is given to them by the Manchus. On the whole, this jibing criticism is not without a suspicion of truth. The difficult part of the business is to know how to mend matters. It is thought, in some quarters, that the Manchu mind is really in no way conciliatory towards the foreigner, and what is now being done in the way of conciliating the Chinese by granting a parliamentary constitution, is attempted only because there is no alternative but actual destruction. "If however," concludes the article, "which we have been digesting, 'the Manchus had their own way, the people would still be as groggy, and the officials as the wind-blown upon it, and as usual the wind-blown as it listeth, so would the Manchus like to do with the people to-day.'"

CHINESE CRITICISM OF THE MANCHUS.

If it is beneficial to be severely criticised and to be informed frankly of one's faults by one's own people then the Government of China should be in most vigorous form to-day. No other Government, we should imagine, gets so much gratuitous advice hurled at its head from every quarter, and not even the British Government is more abused for its shortcomings than is the Chinese administration by the Chinese themselves. The most caustic of the critics, of course, live outside the jurisdiction of the Middle Kingdom. In Hongkong, Singapore, the Japanese ports, etc., for the utterances for which they make themselves responsible are often much too violent to pass the Press Censor in China itself. To the foreign reader who can, either unaided or more often through the aid of an experienced teacher, make himself acquainted with the contents of a Chinese newspaper published at any of the places mentioned, the columns of the vernacular press to-day make piquant reading. Having no fear of any serious consequences befalling them these Chinese journalists let themselves go with a vengeance when denouncing the Manchu rulers of China. "It is in consequence of the extreme violence of their opinions that several of the vernacular papers of Hongkong were prohibited from entering China, and we are scarcely surprised at the attitude of the officials in this regard. A typical article came under our notice the other day in which China is belaboured—there is

CHINA FIRE INSURANCE CO. LTD.

A Good Dividend.

At a meeting of the Board of Directors of the China Fire Insurance Company, Ltd., held to-day, it was decided to declare a dividend of 8% and a bonus of 22% per share.

NEWS OF THE DAY.

We learn that Her Majesty Queen Alexandra has been graciously pleased to accept a copy Lady Lawson's "Highways and Homes of Japan," and has expressed her interest in the book.

The entries for the Flower Show demonstrate that though the winter has been very unfavourable from a horticultural point of view, there is no diminution in the interest taken by exhibitors.

His Excellency the Governor will attend the lecture at the Y.M.C.A. this evening, when Prof. C. H. Robertson will speak on "The Gyroscope and its Applications." This lecture will be open to the public.

Professor C. H. Robertson has kindly consented to deliver a lecture on the Gyroscope, illustrated with working models, at the City Hall, this evening, under the auspices of the Hongkong Odd Volumes Society.

Roster learns that it is not now the intention of the South African Union Government to submit to the Imperial Conference proposals relating to the substitution of a defence contribution in lieu of preference.

Messrs A. Kassam and Co., Indian Import and Export merchants, entertained a number of their friends to tea and cake this morning, the occasion being the opening of new offices at 37 Wyndham Street. Success to the firm was duly proposed and fittingly responded to.

While the United Kingdom during the last fifty years has been supplying population to the United States, to Canada, to Australia, to New Zealand, and to South Africa, her own population has increased by more than a third, from under twenty-nine millions in 1880 to over forty-five millions at the present time.

The *Courier of Haiphong* hears that many parts of the province of Yunnan are in a very disturbed condition, and that a fierce anti-foreign spirit prevails in some districts. The Chinese dare not attack Europeans close to the railway line, but they have no such hesitation in remote places. Several missionaries are reported to have been murdered.

The recent lock-out, according to an official statement, cost the Boiler-makers' Society nearly £100,000. Mr John Hill, the general secretary of the society, in his current monthly report, says: "None but God will ever know the terrible tragedies behind the scenes in thousands of families during the fourteen weeks' lock-out. Just a little bit of it was made public in a death due to starvation here and a quiet suicide there. While none could find fault with the final settlement, they (the men) still remain jaded in the game played by owners of capital for the ever more rapid accumulation of wealth."

SOCIAL AND PERSONAL.

Admiral Sir Lewis Beaumont has been appointed principal Naval Aide-de-Camp to the King.

Captains Thomas and Gentles, of the *Apex*, vessels, have, it is stated, vacated their positions as skippers.

Several local people returned to the Colony to-day by the German Mail, as will be seen by perusing the passenger list on the back page.

Sir Joseph and Lady Fayer were passengers homeward by the German mail on Wednesday. Sir Joseph has four months' leave of absence.

Lieut. Colonel Bagnall, D.S.O., of the Buffs, left Singapore for home by the P. and O. Nubia on completion of his period in command of the battalion.

Sir Thomas Lipton left London on January 24, for Marseilles, en route for Ceylon, the Straits Settlements, India, and Java. He expects to be away some months.

Mr Gulland, the chief Liberal Whip, now repudiates the statement about making a list of persons willing to accept postages, saying it was merely baster at a private dinner.

The funeral took place on 23rd January of Captain Arthur Edward Burlew, formerly commander of the P. and O. Line and Warden of Trinity House, who died at Parkstone, Dorset, on 20th January. The burial was made in the family grave at Elmwood Cemetery. Those present included Mr Percy Darlow (of the Hongkong and Shanghai Bank, son), Dr. Cecil Barlow, Mr Disney Darlow, Colonel Barlow, Capt. E. Aston Blake (Deputy Master, Trinity House), Captain Hoare, Captain Marshall, Captain Holding, and Captain Flint (Elder Brothers), Sir Thomas Mathews (Engineer-in-Chief), Captain Gwyn, and Dr. P. C. Atkins.

GOVERNMENT HOUSE.

Through the courtesy of Mr Ehrenfels, H.E. the Governor, with Lady Lugard and Staff, visited the Oriental Brewery yesterday afternoon.

His Excellency expressed to Mr Ehrenfels his interest in the thoroughness of the methods adopted for purifying the water used and for cleaning the bottles etc. and admired the up-to-date condition of the Brewery, its machinery and processes.

Afterwards, His Excellency with the Director of Public Works and Private Secretary inspected the Mong Kok Tini Refuge, Kwong Wa Hospital, the Small Fox Hospital and various other public works in course of construction.

Mr and Mrs Geo. Hastings, Miss Hastings, Hon. W. Chatham, Capt. Taylor, Lieut. Simpson and Mrs Ehrenfels were also of the party.

ST. JOHN'S CATHEDRAL.

Mr Damian Fuller will commence his regular monthly organ recitals on Tuesday, March 7th, at 8.30 p.m. These recitals will take place as in former years on the first Tuesday of each month. The programme of the first will include several new pieces including Karg-Elert's "Impressions," Beethoven's "Suite Gothique," and Bruckner's "By the Sea" and Frank Bridge's "Serenade." It is hoped that as in previous years selections from Handel's "Messiah" will be sung in the Cathedral on Good Friday at 9.15 p.m. Those willing to help are asked to send in their names as soon as possible to the Cathedral Organist. The practices will be held at 5.15 Thursdays in the Cathedral, starting on Thursday, March 2.

ALLEGED PARTNERSHIP FRAUD.

At the Criminal Sessions this morning before the Chief Justice Sir Francis Pigott, Ko Chai Po was charged with offences under ordinances 7 of 1899, section 4 and 5 of 1893 section 75—that prisoner being on 13th day of December 1909 entrusted with certain property to wit with the sum of \$2,500 in money of and belonging to Wat Ki in order that he might apply the same as subscription to the capital of a firm styled the Wing Mou Woodcutting Co., to the intent that Wat Ki should become a partner with prisoner and others did unlawfully and fraudulently convert the property to his own use and with on December 17, 1909, being entrusted with \$4,000 belonging to Wong Tat Sang under similar circumstances did unlawfully and fraudulently convert the said property to his own use and benefit.

Mr M. W. Slade, K.C., appeared to prosecute, instructed by Mr Crowther Smith, and Sir Henry Berkeley, K.C., defended, instructed by Mr Euz.

The following were sworn in as jurors: N. A. Belcher, F. M. Gage, J. H. Underwood, A. Fessler, H. B. Bridger, foreman; A. Atcheson, D. Dorwood.

Mr Slade said that this happened to be the first indictment under the ordinance passed last year. Perhaps it would be well to refer his Lordship to the ordinance before addressing the jury. The ordinance was the same in the operative parts as the harem ordinance at Home passed in 1901.

It was passed to remove any difficulties in the harem ordinance and in place of the long and cumbersome section a more simple section was substituted with a much wider scope and a number of decisions which rendered it practically inoperative. The facts in this case were, in no sense simple although some of the details were a little involved. In the autumn of 1909 prisoner obtained a concession or contract from the Government for cutting wood on a number of forestry lots in the neighbourhood of Aberdeen. He seemed to have had partners at that time and to have carried on the business of the Wing Mou Woodcutting Co. After he obtained the concession it appeared that he needed more capital to meet the rather heavy payments of the Government and to carry out the work within the time limited by his concession. Therefore he got into communication with two men of the name of Tong Sing Kun and Leung Chuk Wan and he showed them a list of people who were proposed partners, the total capital being \$18,000. The amounts against the names totalled \$16,700, leaving \$1,300 to be subscribed and he asked these two men whether they would take up the remaining \$1,300. They declined. One name on the list was for \$10,000 and prisoner had said that this man and he had fallen out and the two men were again asked to come into the arrangement. However it was arranged that the two men and prisoner should pay the \$18,000 amongst them, the two men each taking shares for \$6,000 and prisoner the remaining \$6,000, and the small subscription which had been paid for the proposed capital would be paid back and the men would go out. Accordingly the two men paid the \$6,000 each and they received a partnership agreement signed by prisoner and chopped with his own chop. Then prisoner got into communication with a man named Wong Tap Sang, one of the complainants, who had agreed to pay \$4,000 towards the capital. At first he was asked to subscribe \$6,500 but he only agreed to \$4,000 so prisoner asked him if he could find someone who would take up the other \$2,500. This man went to Canton and a friend of his agreed to pay the money. Both men paid their respective shares and obtained receipts in the most explicit terms on the same day that prisoner had received the money from the previous two men so that prisoner had got an extra subscription of \$6,500 and what he actually did with the money they did not know. The last two men had applied for their money or their shares but prisoner had not sent it to them or accounted for it in any way.

Verdict was called and the case was adjourned.

AMERICA AND JAPAN.

NO IMMIGRATION RESTRICTIONS.

(Reuter's Service to the China Mail.) London, February 23.

A message from Washington states that the Foreign Committee of the Senate has reported favourably on the new Treaty with Japan which is to replace the Commercial Treaty of 1894, and which does not provide restrictions on Japanese immigration, simply leaving it to Japan to prevent the migration of objectionable characters to the United States.

THE WHITE SEA FISHERIES.

QUESTION IN THE COMMONS.

(Reuter's Service to the China Mail.)

London, February 22.

The Times St. Petersburg correspondent telegraphs that the Russian Government has replied to the British protest against the Fisheries Bill presented on the 19th December. While asserting the right to extend the three mile limit it is understood that there are certain points on which negotiation is invited.

[Note.—By this Bill the Russian Government proposes to establish a 12-mile territorial limit from the Archangel Gulf and surrounding islands. This step, which it is declared, is contrary to international usage, will it is feared cause damage to the British fishing industry, and serious British representations have been made to the Russian Government on the matter.—Ed. C. M.]

HONGKONG'S MILITARY CONTRIBUTION.

QUESTION IN THE COMMONS.

(Reuter's Service to the China Mail.)

London, February 22.

In the House of Commons to-day Mr. R. D. Holt, Liberal M.P. for Hexham, asked whether Hongkong and the Straits Settlements would be required to pay as contribution for defence twenty per cent of the revenue realised in substitution of that hitherto derived from opium, or whether Mr. Harcourt could arrange for a substituted revenue that shall free these colonies from the liability to pay twenty per cent.

Mr. Harcourt, Secretary of State for the Colonies, replied that the whole question was engaging his attention, but he was unable to make a statement at present.

[Note.—Mr Holt is a member of the shipping firm of Messrs Alfred Holt and Company.—Ed. C. M.]

THE POPE.

RECOVERY FROM ILLNESS.

(Reuter's Service to the China Mail.)

London, February 22.

His Holiness the Pope has completely recovered from his recent illness.

THE PLAGUE.

INTERNATIONAL COMMISSION TO MEET.

(Reuter's Service to the China Mail.)

London, February 22.

The International Plague Commission assembled at Mukden early in April.

A naturalist told how, in a thicket on a mountain side, he saw a man kill a rattlesnake. He beat the life out of it with a club, and continued the pounding till it was mangled beyond recognition. When the naturalist remonstrated, the man said, "Boss, you can't kill a rattlesnake too dead."

DO YOU WANT RELIEF?

ARE you frequently hoarse? Do you have that annoying itching in your throat? Does your cough annoy you at night, and do you rise much in the morning? Do you want relief? If so, take Chamberlain's Cough Remedy and you will be pleased. For sale by all Chemists and Storekeepers.

PAINFUL BREATHING.

CHAMBERLAIN'S Cough Remedy is a very valuable medicine for throat and lung troubles, quickly relieves, and cures painful breathing, and a dangerously sounding cough which indicates congested lungs. For sale by all Chemists and Storekeepers.

YUNNAN FRONTIER AFFAIR.

APPEAL TO GREAT BRITAIN.

(Wah Tai Yat Po's Service.)

PEKING, February 23.

The Grand Council has wired to H.E. Lia Yu-lin in London that he should request the British Government to withdraw its troops from the Yunnan frontier, and then settle matters in a friendly way.

YUAN SHI-KAI RECOMMENDED.

Leading natives and officials of Shantung and Yunnan are strongly recommending that Yuan Shi-kai should be called from retirement and given full power to carry out defensive measures.

SHIPPING RATES.

(Wah Tai Yat Po's Service.)

SHANGHAI, February 22.

In view of the fact that Messrs. Butterfield and Swire, Jardine, Matheson & Co., and the C.M.S.N. Co. are jointly increasing their rates on freight and demanding payment in cash, merchants in Tientsin are negotiating with the Kaiping Mining and Engineering Co. for the conveyance of their goods.

RUSSIA AND CHINA.

THE LATEST PHASE.

(Wah Tai Yat Po's Service.)

PEKING, February 22.

H. E. Shah Yin-to, Chinese Minister to St. Petersburg, has wired to the Wah-tai-yat Po that Russia is quite satisfied with China's reply.

EXCITEMENT IN MANCHURIA.

H.E. Shi Liang, Viceroy of Manchuria, has reported that much excitement prevails among the people of his province and he requests that it should be publicly announced when the Russian question is settled.

FOREIGN OPINION ON THE QUESTION.

It is said that politicians in various countries are declaring that the Russian demands are too extravagant.

ARRIVAL OF THE 8th RAJPUTS.

The troopship *Dufferin* came into port yesterday afternoon from Calcutta with the 8th Rajput Regiment, which is to relieve the 106th Mahrattas at Kowloon. For purposes of convenience the *Dufferin* went alongside the Wharf at Kowloon, and the work of disembarkation has been going on to-day. Including officers, Indian, N.C.O.'s and men the details numbered over 900. Lieut. Colonel H. D. McIntyre being in command. The 8th Rajputs are a fine body of men and the Regiment in days past won distinctions for itself at Lucknow, Suwayn and Afghanistan. Their uniform is scarlet with yellow facings.

Lieut. Col. McIntyre was formerly second in command of the 106th Gurkha Rifles and has served in the Indian Army for many years. He joined as second Lieutenant in 1880, was later promoted to Lieutenant in the Argyll and Sutherland Highlanders, Captain while serving with the Indian S.C., Major while attached to the Indian Army, and Lieutenant Colonel 1906. The *Dufferin* is due to leave Hongkong on the 25th with the Mahrattas for Bombay, and No. 2 Company of the H.E. and S.B. R.G.A., for Colombo en route to Mauritius.

PAINFUL BREATHING.

CHAMBERLAIN'S Cough Remedy is a very valuable medicine for throat and lung troubles, quickly relieves, and cures painful breathing, and a dangerously sounding cough which indicates congested lungs. For sale by all Chemists and Storekeepers.

By Special Appointment to the Imperial Japanese Household Department.

KIRIN BEER

THE BEST BEER BREWED OR SOLD IN THE EAST

CHIEF BREWERY: R. HIGUCHI BREWERY
ASSISTANT BREWERY: F. SANDSTEDE

Recommended by the whole Medical Faculty as a light, pure and wholesome beverage, eminently suited for this climate.

Only the best German Malt and Hops used.

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YOKOHAMA, JAPAN.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, PALAWAN, AND YOKOHAMA	... Capt. C. R. Lonsdale, R.N.R.	About 27th February	Freight and Passage.
SHANGHAI	MARMORA ... Capt. G. H. C. Wiersma, R.N.R.	About 28th March	Freight and Passage.
LONDON & ANTWERP	ASSAYE ... Capt. Owen Jones, R.N.R.	March 4th	See Special Advertisement of Call.
LONDON & ANTWERP	SYRIA ... Capt. D. C. Grogan, R.N.R.	About 8th March	Freight and Passage.
SHANGHAI, KOBÉ, MOJI, BORNEO, AND YOKOHAMA	... Capt. W. H. S. Hall	March 10th	Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY CO.'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan, and Europe, via Canada and the United States, sailing at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria, and Vancouver, a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL. Proposed sailings from Hongkong and Quebec or St. John, N.B. (Subject to Alteration).

From Hongkong	From St. John, N.B.
EMPEROR OF JAPAN ... 11th MAR.	EMPEROR OF IRELAND ... 7th APRIL
EMPEROR OF CHINA ... 8th APRIL	EMPEROR OF IRELAND ... 5th MAY
EMPEROR OF INDIA ... 18th APRIL	ALLAN LINE ... 26th MAY
EMPEROR OF JAPAN ... 19th APRIL	EMPEROR OF BRITAIN ... 16th JUNE
EMPEROR OF CHINA ... 10th JUNE	ALLAN LINE ... 7th JULY

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic. Passengers booked to all the principal points in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) ... \$71.10. Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan. Through Passengers are allowed 'Stop Over' privileges at the various points of interest en route. E. M. S. 'EMPEROR' carries only 'One Class' of Saloon Passengers (termed 'Intermediate') the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic. Via Canadian Atlantic Port \$45. Via New York \$45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAICHING	Capt. W. C. Passmore	FRIDAY, 24th Feb. at 11 A.M.
HAIYANG	Capt. A. E. Hodgins	TUESDAY, 28th Feb. at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 23, 1910.

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBÉ, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	CAPTAIN	To SAIL
HENRIK ISEN	4578	Chr. Smith	February 27

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to FRED J. HALTON, Agent.

SWEDISH EAST ASIATIC CO., LIMITED.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION	STEAMSHIP	DATE OF SAILING
COPENHAGEN & Baltic Ports	S.S. YEDDO	End of March

For Freight and further Particulars, apply to Olof Wijk & Co., CHINA AGENTS, AKTIEBOLAG.

TELEPHONE No. 171. Hongkong, January 13, 1911.

Shipping.

U. S. MAIL LINE.

PACIFIC MAIL S.S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via Boscawen Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	Tons	DATE	TIME
KOREA	13,000	FRIDAY, 16th Mar.	at 1 p.m.
SIBERIA	13,000	FRIDAY, 23rd Mar.	at 1 p.m.
MANCHURIA	13,000	SATURDAY, 24th Mar.	at 1 p.m.
MONGOLIA	13,000	SATURDAY, 31st Mar.	at 1 p.m.
KOREA	13,000	SATURDAY, 7th Apr.	at 1 p.m.
SIBERIA	13,000	SATURDAY, 14th Apr.	at 1 p.m.
MANCHURIA	13,000	SATURDAY, 21st Apr.	at 1 p.m.
MONGOLIA	13,000	SATURDAY, 28th Apr.	at 1 p.m.

Two Screw. — Via Manila. All Steamers are equipped with Wireless Telegraphy.

The P. M. S. S. KOREA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 10th March, at 1 p.m.

Fares: Hongkong to London \$71.10. Return six months \$120. 24 months \$125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.B. & M.H. Service, U.S. Consul Generals, Consuls and Vice Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Those Sailing apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE.

Persia..... 9,000 Tons, FRIDAY, 3rd Mar. at 1 p.m.

China..... 10,200 " FRIDAY, 31st Mar. at 1 p.m.

Asia..... 9,500 " FRIDAY, 21st April, at 1 p.m.

The S. S. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, March 3rd, at 1 p.m.

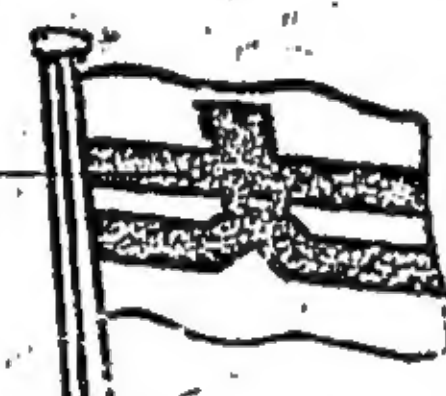
On the Fine Mail Steamers, ASIA, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports ... \$43.

Hongkong to San Francisco via New York ... \$25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Company, King's Building opposite Blake Pier.

FRED J. HALTON, Agent.



OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANSPACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
VICTORIA, B.C. & TACOMA	PANAMA MARU	9,050	Saturday, 4th Mar., Daylight
VIA SHANGHAI, MOJI, KOBÉ AND YOKOHAMA	SEATTLE MARU	6,182	Wednesday, 22nd Mar., Daylight

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TAKAO (Direct)	YERIMO MARU	FRIDAY, 24th Feb. at 5 p.m.
TAMISU via SWATOW & AMOY	DAIGI MARU	SUNDAY, 26th Feb. at 10 A.M.
ANPING via SWATOW & SONGU MARU	AMOY	WEDNESDAY, 1st Mar. at 8 a.m.
SHANGHAI via SWATOW & BUJUN MARU	AMOY AND FOCHOW	THURSDAY, 2nd Mar. at 8 a.m.

Fast speed, Super passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHE LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIER, YORCK, GIBRALTAR, SOUTHAMP., TON, ANTWERP & BREMEN	Capt. J. Randermann	(17,000)	WEDNESDAY, 8th Mar. at Noon
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	PRINCESS ALICE, Capt. P. Gersch	(20,300)	WEDNESDAY, 22nd Feb.
MANILA, YAP, MARON, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND, Capt. B. Lenz	(6,000)	SATURDAY, 25th Feb. at Midnight
KOBÉ AND YOKOHAMA	COBLENZ, Capt. H. Pogener	(6,750)	TUESDAY, 7th Mar.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembil	(5,050)	End of Feb.

All the steamers of the European Line are fitted with Wireless Telegraphy, New System of Telexphone.

For further Particulars apply to Norddeutscher Lloyd, MELOCHERS & CO.

General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

FOR	STEAMERS	To SAIL
TIENSIN	CHEONGSHING	FRIDAY, Feb. 24, at Noon
SHANGHAI, KOBÉ AND MOJI	KUTSANG	SATURDAY, Feb. 25, Daylight
SHANGHAI	TINGRANG	SATURDAY, Feb. 25, at Noon
SINGAPORE, PENANG AND CALCUTTA	NAMSANG	SATURDAY, Feb. 25, at Noon
MANILA	DOONGSANG	SATURDAY, Feb. 25, at 2 p.m.
MANILA	TUENSANG	SATURDAY, Mar. 4, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers Kutang, Namang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified Surgeon is also carried.

* Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd. General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To SAIL
CANTON	LUCHOW	Feb. 24, at 4 p.m.
HAIPHONG	SHAN	Feb. 25, at Noon
AMOY	YINCHOW	Feb. 25, at 4 p.m.
TIENSIN	KIUCHOW	Feb. 25, at 4 p.m.
MANILA, ZAMBOANGA AND USUAL AUSTRALIAN PORTS	CHANGSHA	Feb. 25, at 4 p.m.

SHANGHAI, MANILA, HONOLULU & CEBU ... Feb. 25, at Noon.

MANILA CARNIVAL—21st to 28th February. Special reduced rate, \$50 return.

LIVESTOCK SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTIN' and S.S. 'SANTU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 86.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP	WAKASA MARU, Capt. N. Nielsen, Tons 7000	(SUNDAY) 26th February
SINGAPORE, PENANG, COLOMBO AND PORT SAID	KITANO MARU, Capt. E. Cope, Tons 9000	(WEDNESDAY) 1st Mar. at Daylight
VICTORIA, B.C. & SEATTLE	IYO MARU, Capt. R. Takeda, Tons 7000	(WEDNESDAY) 15th Mar. at Daylight
VIA SHANGHAI, MOJI, KOBÉ, YOKOHAMA & YAMAGUCHI	AWA MARU, Capt. K. Ishikawa, Tons 7000	(TUESDAY) 28th Feb. at Noon
VIA SHANGHAI, MOJI, KOBÉ, YOKOHAMA & YAMAGUCHI	INABA MARU, Capt. K. Kawara, Tons 7000	(TUESDAY) 28th Mar. at Noon
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	(SATURDAY) 25th Mar. from KOBÉ
SYDNEY AND MELBOURNE	YAWATA MARU, Capt. T. Sekine, Tons 6000	(FRIDAY) 17th Mar. at Noon
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. N. Yagi, Tons 6000	(FRIDAY) 14th April, at Noon
BOMBAY via SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Combs, Tons 6000	(MONDAY) 27th February
KOBÉ & YOKOHAMA	TANGO MARU, Capt. A. Christensen, Tons 8000	(THURSDAY) 2nd Mar. at 11 a.m.
SHANGHAI, MOJI & KOBÉ	CEYLON MARU, Capt. Fred. Fyne, Tons 6000	(MONDAY) 6th March
NAGASAKI, KOBÉ AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	(WEDNESDAY) 15th Mar. at Noon

† Fitted with new system of wireless telegraphy.

† Cargo only. * Carries Deck Passengers. † Quitting Penang.

PASSENGER SEASON 1911

Sailings and Passage Rates from Hongkong.

TO MARSEILLES & LONDON, via SUEZ CANAL.

Steamers	Tons	Leave H.K.	Rates of Passage
KITANO MARU	9000	1st March	1st Class S Y 550.00
IYO	7000	15th "	" " " R 825.00
YAWATA	8000	22nd "	" " " 2nd Class S 320.00
TANGO	8000	12th April	" " " R 540.00
KAMO	9000	25th "	" " " 1st Class S 550.00
AKI	7000	10th May	" " " R 750.00
MISHIMA	9000	24th "	" " " 2nd class S 330.00

TO VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

Steamers	Tons	Leave H.K.	Rates of Passage
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points 1st Class S 220
INABA	7000	28th March	" " " 2nd Class S 220
TAMBA	7000	28th April	To London via New York 1st Class S 220
AWA	7000	28th May	" " " Via St. Lawrence 1st Class S 220

With option of Rail between calling ports in Japan.

For further information as to Freight, Sailings, etc., apply to T. KUSUMOTO, Manager.

CHINA MAIL'S ILLUSTRATED SOUVENIR

of the British Section of the Kowloon-Canton Railway

Containing Photographic Illustrations of the magnificent scenery through which the line runs, a brief history of the project, an outline of the work accomplished, etc., etc.

JUST THE THING TO SEND HOME

PRICE 10 CENTS EACH. Hongkong, Sept. 26, 1910. 1197

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, TIBET, COREA AND JAPAN.

Entrusted to the Society of the 'MISSIONS ET LANGUAGES'.

Translated by EDWARD HARPER PARKER and Reprinted from 'THE CHINA REVIEW'.

PRICE 50 CENTS.

For Sale at THE CHINA MAIL OFFICE, 5 Wyndham Street.

Shipping.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR MANILA, YAP, MARON, FRIEDRICH WILHELMSHAFEN, RABAU, SAMARAT, BRISBANE AND SYDNEY.

THE Steamship PRINZ SIGISMUND, Captain D. Lenz, (ready to load on Saturday, a.m.) will leave for the above places on SATURDAY, the 25th inst., at Midnight.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELOCHERS & CO., General Agents.

Hongkong, February 22, 1911. 259

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

FIUME and TRIESTE Direct, calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, YENICE AND ADRIATIC PORTS.)

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave Hongkong	Connection Steamers from Colombo to	Due Marseilles (Brindisi 3 days earlier)	Due Plymouth (London 1 day later)
Steamer	Tons	Leave Hongkong	Connection Steamers from Colombo to	Due Marseilles (Brindisi 3 days earlier)	Due Plymouth (London 1 day later)
ASSAYE.....7500	Mar. 4	Macedonia 10500	Saturday, Apr. 1	Friday, Apr. 7	
MARMORA.....10500	Mar. 18	(Through Str. calling at Bombay)	Apr. 15	Apr. 21	
DEVANHA.....8000	Apr. 1	Moldavia 10000	Apr. 29	May 5	
DELHI.....8000	Apr. 15	Mongolia 10000	May 13	May 19	
ASSAYE.....7500	Apr. 29	Morca 11000	May 27	June 2	
DELTA.....8800	May 13	Mooltan 10000	June 10	June 16	

Passengers change steamers at Colombo, and those for Brindisi transfer also to the

Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in

Hongkong at the time of booking.

FARES TO LONDON (Including Surtax).

1st Saloon.....£71.10 Single £106.14 Return

2nd£48.8£72.12

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	TONNAGE	Leave Hongkong	Due London
* PALAWAN.....4700	April 7	May 22	
* BIRKENHEAD.....4000	April 19	June 3	
* SICILIA.....6700	May 17	July 3	
* SUMATRA.....4000	May 31	July 17	
* NILE.....6700	June 14	July 31	
* SYRIA.....6700	March 8	April 24	
* NORE.....6700	March 22	May 8	

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon.....£55.00 Single £82.10 Return

2nd£38.10£57.4

* Carry 1st and 2nd Saloon Passengers.

For further particulars apply to

E. A. HEWETT, Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBE AND YOKOHAMA.....	E. SIMONS,	RICHARD,	Feb. 27, p.m.
MARSEILLES, Via Ports.....	SALAZIE,	RICHARD,	Feb. 28, 4.1 p.m.

TRANSHIPPING on the Co's Steamers at Singapore for BATAVIA, at Colombo for CALCUTTA, Bombay and Australia, at Port Said for the LEVANT, CONSTANTINOPLE and BLACKSEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10, 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
Via STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through rates to all European, North Continental and British

Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.	Homeward.
For Shanghai, Kobe & Yokohama	For Marseilles, Hamburg & A'werp
S.S. PREUSSEN.....27th Feb.	S.S. SAXONIA.....24th Feb.
S.S. RHEINFELS.....12th Mar.	For Bremen & Hamburg
S.S. SENEGAMBIA.....22nd Mar.	S.S. SPEZIA.....1st Mar.
S.S. SUEVIA.....7th April.	For Rotterdam & Hamburg
S.S. DAYERN.....20th April.	S.S. LIBERIA.....6th Mar.
S.S. ARABIA.....3rd May.	For Havre, Rotterdam & Hamburg
	S.S. SAMBIA.....10th Mar.
	For M'selles, Havre & Hamburg
	S.S. SIDESIA.....14th Mar.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAMSHIP Co.

Steamship.	Tons.	Captain.	For	Sailing Date
ZAFIRO	4,000	H. Mainland...	Manila Cebu & Iloilo.	TUESDAY, Feb. 28, at 4 p.
RUBI	4,000	S. Crosby	Manila Cebu & Iloilo.	FRIDAY, Mar. 10, at 4 p.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Manager.

Shipping

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.S.S. 'MARMORA,'
10,500 tons,

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, Via BOMBAY,WILL leave Hongkong on MARCH 18th, 1911, staying
at Bombay 24 hours only and is due to arrive at

MARSEILLES.....April 15th.

LONDON.....April 22nd.

FARES TO LONDON—
1st Saloon.....£71.10 Single £106.14 Return

2ND£48.8£72.12

For further Particulars apply to
E. A. HEWETT, Superintendent.

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E. A. HEWETT, Superintendent.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C. & SEATTLE,
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
LUERIC.....	6500	J. MATHEW.....	9th March.
HALLAMSHIRE (Chartered)	5000	G. ELLIOTT.....	6th April.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada; and also for the chief ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Luceric" and "Ortic" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to

The Bank Line, Limited.

KING'S BUILDING, PRINCE CENTRAL

TELEPHONE No. 780.

Hongkong, January 11, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST
STEAM COAL.
GAS COAL.
HOUSE COAL.

From the Westwallsent and Aberdare Mines (New South Wales) always on hand.

For prices, delivered or ex godown, apply to

ANDREW WEIR & CO.,
(THE BANK LINE AGENCY)
King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA,'
28,000 Tons.

CAPTAIN T. W. GARLICK.

VIA
NAGASAKI, KOBE, and
YOKOHAMA

SAILS FROM HONGKONG ON SATURDAY, MAY 6th, AT NOON.

FOR
SEATTLE.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Alaskan Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Sumatra, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,
Agents.

Hongkong, March 17, 1911.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 10.00 a.m. Every 10 minutes.

10.30 a.m. to 11.00 p.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12 Noon. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SUNDAYS

Extra Cars at 3.15, 11.30 and 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

S. M. T. S. K. INC.

THE TRI-MINUTUAL CLARKE.

Translated by E. J. KERR, P.U.D.

To be had at the CHINA MAIL Office

Price.....29 cents

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Price.....29 cents

Price.....29 cents

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Notices to Consignees

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Co's Steamship 'Kutang' having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 22nd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, February 21, 1911.

BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENDURAN.

FROM MIDDLESBRO' ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Honokoro and Kowloon Wharves and Godowns Co., Limited, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Agency must be presented to the Underwriters on or before the 6th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents, Hongkong, February 18, 1911.

Dentistry.

DR. CHAS. FONG

DENTIST

34, QUEEN'S ROAD CENTRAL, ROOM NO. 3, FIRST FLOOR, (Opposite Post Office).

DR. FAITH LEONG,

Graduate of the College of Physicians, Surgeons, Oakland, Cal.

Hongkong, August 13, 1900.

S. I. N. T. I. N. G.

Surgeon Dentist

No. 14, D'ARVILLE STREET

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Consultation Free.

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- NOR TRAM CAR

CAN DO IT.

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(6 seats)...at \$8.00 an hour.

24. H. P. RAMBLER

(4 seats)...at \$7.00 an hour.

12.14 H. P. R.E.O.

(3 seats)...at \$5.00 an hour.

Telephone No. 482.

63, Des Voeux Road Central,

Dragon Cycle Depot.

Hongkong, January 18 1911.

WEEKLY NEWS

FOR HOME

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Price \$14 per annum including postage.

THE CHINA MAIL, LTD.

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PREACHING THE GOSPEL

IN JAPAN AND TIBET.

By Prof. E

Hongkong Tides.
The tide table given below has
been compiled from the Nautical Almanac.

The zero of the table corresponds to the zero of the soundings in the Admiralty Charts, which has been found to be 3 inches below mean sea level.

To obtain the depth of water on the gauge at the Victoria Naval Yard, add 4 feet 4 inches, and on the gauge at the Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

February 24th to March 2nd, 1905	
HIGH WATER	LOW WATER
7:15 Honiton	7:15 Honiton

		h m	best.	h c u
Fri.	24	No inferior	high	na 1 9
Sat.	25	tu 9 10	6.2	not low
		6 48 a	6.1	1 44
Sun	26	m 9 10	6.5	0 14 a
		9 20 a	6.2	1 04 a
Mon.	27	m 9 57	6.0	1 10 a
		9 9 a	5.8	5 55
Tues.	28	m 9 40	7.5	1 06 a
		9 52 a	6.6	3 23 a
Wed.	1	tu 9 40	7.4	2 37 a
		9 30 a	7.4	3 15 a
Thur.	2	tu 10 12	5.1	4 25 a
		10 12 a	7.5	3 35 a

of th.	Value.	Paid up.	Closing Quota Cash.
100	\$ 125	all	{ \$900, sales & t \$288

00	\$	250	\$	50	\$172½, buyers
00	\$	83.33	\$	25	\$87½
00	£	15	£	5	Tls. 152½, buyers
00	\$	250	\$	100	\$825, buyers

\$	100	50	\$200
\$	100	20	\$120, buyers
\$	250	50	\$300, sellers
\$	50	all	\$50
\$	25	25	\$50, buyers
\$	64	64	\$64
Tls.	100	Tls 100	Tls. 67
\$	25	\$	25, buyers
\$	50	all	\$19
\$	15	\$	15 \$30.00, ex div.

00	£	5	all	{ 888 buyers
00	£	10	8 10	{ 823
00	£	10	8 5	{ 812
00	£	1	£ 1	92/8 sellers
00	Tls.	50	Tls.50	Tls. 40
00	Tls.	50	Tls.50	{ Tls. 30
00				{ Tls. 47

00	\$	100	all	\$110, sales
00	\$	100	all	\$16, buyers
00		60	all	\$541, buyers
00	Tls.	100	Tls. 100	Tls. 100
00	\$	100	100	\$96, sellers
00	Tls.	50	Tls. 50	Tls. 97, ex div.

00	TLs. 25	TLs. 25	TLs. 8	
00	£ 10	all	\$6½, ex div. buy	
00	£ 50	£ 50	\$45, buyers	
00	£ 10	all	\$13	
00	£ 10	£ 1	\$1½, sellers	
00	TLs. 250	all	\$700	
00	£ 1	£ 1	\$3	
00	£ 50	£ 50	\$105, buyers	

00	\$	25	\$	25	\$16
00	\$	10	\$	10	\$64, buyers
00	\$	10	\$	10	\$3

000	Tls.	50	Tls.	102	
000	£	10	£	\$27, sales	
000	£	10	£	\$34, buyers	
004	£	12 3/8	12 3/8	33, sales	
000	£	10	£	\$114, sellers	
000	£	10	£	\$300	
000	£	10	£	\$04	
000	£	7 1/8	0	\$19, buyers	
000	£	25	0	\$170, sellers	
000	£	50	£	\$50	
000	£	20	£	Tls. 300	
000	£	10	all	\$18, ex div.	
000	£	10	£	\$5, sellers	

00	TLs. 50	TLs. 50	TLs. 85
00	TLs. 75	TLs. 75	TLs. 51
00	TLs. 100	TLs. 100	TLs. 50
00	TLs. 50	TLs. 50	TLs. 23
00	\$ 10	\$ 10	\$7, buyers.
00	\$ 12	\$ 12	\$10, sellers.
00	\$ 10	all	\$10, buyers
00	\$ 7	\$ 7	{ 82

00	8	10	8	10	95 cts. buyers
00	8	10	8	10	1
00	8	10	8	10	56
00	8	10	8	10	812, buyers
00	8	10	8	10	\$8
—	—	—	—	—	6/11 per lb.
wine		Interest.		Quotations.	
250		7 % p. annum Par.			
BRON and SMYTH, Share-Brokers.					
LTD., Limited by ARTHUR BELLAMY &					

Hongkong Tides.
The tide table given below has
been compiled from the Nautical Almanac.

The zero of the table corresponds to the zero of the soundings in the Admiralty Charts, which has been found to be 3 inches below mean sea level.

To obtain the depth of water on the gauge at the Victoria Naval Yard, add 2 feet 4 inches, and on the gauge at the Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

February 24th to March 2nd, 1891.									
HIGH WATER.									
Day of Week.	Day of Month.	Hemlock, Mean Time.		(feet).		Hemlock, Mean Time.		(feet).	
Fri.	24	No inferior	h m	test.	h m	No inferior	h m	test.	h m
			8 54	high	1 10		8 54	high	1 10
Sat.	25	m	6 48	4.1	1 48	m	6 48	4.1	1 48
Sun.	26	m	6 48	4.5	0 14	m	6 48	4.5	0 14
		m	7 23	4.2	0 29	m	7 23	4.2	0 29
		m	7 23	4.4	1 10	m	7 23	4.4	1 10
Mon.	27	m	7 23	6.0	2 52	m	7 23	6.0	2 52

Tues.	12	m	9 42	4.8	m	3 23
			8 40	7.4		2 57
Wed.	1	m	10 0	4.8	m	3 03
			9 50	7.4		3 15
Thurs.	2	m	10 22	5.1	m	4 23
			10 12	7.2		3 32

of St.	Value.	Paid up.	Closing Quota Cash.
100	\$ 125	all	(\$900, sales & t £88

00	\$	250	\$	50	\$172½, buyers
00	\$	83.33	\$	25	\$87½
00	£	15	£	5	Tls. 152½, buyers
00	\$	250	\$	100	\$825, buyers

100	\$	100	\$	60	\$200
100	\$	100		20	\$123, buyers.
100	\$	250		50	\$365, sellers.

00	\$	25	\$	25	\$5, buyers.
00	\$	64	\$	64	\$6
00	Tls.	100	Tls	100	Tls. 67
00	\$	25	\$	25	\$10, buyers
00	\$	50	all		\$10

00	00	10	8	10	\$10.00, ex div.
00	00	2	5	all	{258 buyers} Low
00	00	10	8	10	{ 823
00	00	10	8	5	{ 812
00	00	1	2	1	92/8 sellers
00	00	50	75	50	75
00	00	50	75	50	75

000	Tls	50	Tls.50	{ Tls. 30 Tls. 47
000	\$	100	all	\$110, sales
000	\$	100	all	\$16, buyers

00	00	dis	\$94, buyers
00	Tls. 100	Tls. 100	Tls. 100
00	\$ 100	100	\$96, sellers
00	Tls. 50	Tls. 50	Tls. 97, ex dis

00	\$	50	\$	30	\$34, buyers
74	Tls.	25	Tls.	25	Tls. 8
00	\$	10		all	\$62, ex div. buy
00	\$	50	\$	50	\$45, buyers
00					(812)

00	10	1	1814	seniors
00	11.250	all	8700	
00	1	1	83	
			8105	seniors

00	8	25	8	25	\$16
00	8	10	8	10	\$4, buyers
00	8	10	8	10	\$3

000	Tls.	50	Tls.	50	Tls.	102	
000	\$	10	\$	10	\$27,	sales	
000	\$	10	\$	10	\$31,	buyers	
004		10/2	10/2	33	sales		

buyers	3	10	3	4	\$117, sellers
buyers	3	10	3	10	\$300
1000	3	10	3	10	\$37
1000	3	7 1/2	3	6	\$19, buyers
1000	3	25	"all"		\$170, sellers
1000	3	50	3	50	\$50

000	8	10	all	\$18, ex div.
000	8	10	8 10	\$5, sellers
000	8	10	8 7	\$7
00	Tls.	50	Tls. 50	Tls. 85

00	Tls. 100	Tls. 100	Tls. 50
00	Tls. 50	Tls. 50	Tls. 25
00	\$ 10	\$ 10	\$7, buyers
00	\$ 12	\$ 12	\$10, sellers

00	8	10	all	\$10, buyers
00	8	7	8	7 { 82
00	8	25	8	25 82 1/2, sellers
00	8	10	8	10 { 95 cts. buyers
00	8	1	8	1 { 86

NY	\$	10	\$	10	\$12, buyers
NY	\$	10	\$	10	\$8
	—	—			6/11 per lb.
Value	Interest.				Quotations.

NON and SMYTH, Share-Brokers.

NON and SMYTH, Share-Brokers.
